

New Haven-Hartford-Springfield (NHHS) Rail Project Status

Legislative Program Review and Investigations

Staff Update

October 1, 2014

Study Focus

- To develop a point-in-time status report on the New Haven-Hartford-Springfield Rail Project
- Reason: Hard to keep track of a large, multi-faceted transportation project, especially with unclear funding
- Connected transit oriented development (TOD)

Update Focus

- Not the final point-in-time status report on the New Haven-Hartford-Springfield Rail Project
- Reason: Need to solicit the perspective of more interested parties involved in project before finalizing over next several weeks

Update Outline

- What the Project Is and Is Not
- Project Funding
- Project Phases
- Summary

What is the Project?

- **Certain improvements along the 62 miles of Amtrak track from New Haven to Springfield, spelled out in state's 2010 application for federal high speed funds**
 - Tracks, including restoring double track along the entire 62 mile length, sidings, and interlockings
 - Includes already funded 10.2 mile second track from Meriden to Newington
 - Signaling and control systems
 - Bridges and culverts
 - Improve/modify existing stations
 - Improve layover & maintenance facility in Springfield
 - New commuter service

What the Project Is Not

- **Improvements NOT part of this project, but intended to be funded differently or are longer term**
 - Repairing Hartford Viaduct and Connecticut River Bridge
 - Buying new trains for new commuter service
 - Building new stations

What is the Project?

History

- Origins in 2005 commuter rail plan
 - In 2006, DOT directed to implement as a strategic transportation project
 - Plan would not necessarily restore all double track
- Focus change via federal initiative in 2008: new high speed/intercity rail grant programs
 - Augmented by \$8 billion in ARRA funding in 2009

What is the Project?

- High speed rail is “reasonably expected to reach speeds of at least 110 miles per hour.”
 - Passenger Rail Investment and Improvement Act of 2008 (PRIIA)
- Now, NHHS Project critical link in a New England and Northeast Corridor-connected high speed/intercity rail service project
 - Local benefit of commuter rail service a bonus

Project Funding

- About \$10.5 billion in high speed/intercity passenger rail grant funding was approved by Congress between 2008 and 2009
 - \$400 million rescinded
 - High speed/intercity rail program not currently funded by Congress
- State's 2009 application request not intended to cover project costs -- timing
- State's 2010 application request intended to cover project costs, in combination with \$260 million state bonding
- State's 2011 state application request also intended to cover project costs

Project Funding

	Federal Requested	Federal Awarded	State Share	Total Costs to Date
Request #1 (Phase 1)	\$80 million	\$40 million	\$20 million	\$60 million
Request #2 (Phase 2)	\$220 million	\$121 million	\$142 million	\$263 million
Request #3 (Phase 3A)	\$227 million	\$30 million	\$13 million	\$43 million
Totals	\$527 million	\$190 million	\$175 million	\$366 million
<ul style="list-style-type: none"> Preliminary Program Cost: \$647 million (\$281 million needed) State Share from \$260 million in state bonding 				

Project Phases

- CT DOT broke project work into phases to match funding availability, in at least two different steps
- Phases 1, 2, and 3
- Phases 1, 2, 3A, and 3B (with 4 and 5)

Project Phases

Phase	Description	Funding Status
1	Meriden-Newington Adds 10.2 miles of second track between Meriden & Newington	Funding from ARRA fully obligated Cost: \$60 million \$40 million Federal \$20 million State
<ul style="list-style-type: none">Funds for this phase from CT's first application in 2009		

Project Phases

Phase	Description	Funding Status
2	New Haven-Hartford Adds all new track, signal, bridge and station infrastructure for additional service between New Haven & Hartford Adds new service during peak morning/evening rush hour	Funding awarded from FY10 US DOT Appropriations Cost: \$262 million \$121 Federal \$141 State
<ul style="list-style-type: none"> Funds for this phase from CT's second application in 2010 		

Project Phases

Phase		Description	Funding Status
3	3A	Hartford-Windsor 7.5 miles of double track/sidings Structure repairs New signal system/Positive Train Control (PTC) extending from Hartford to Springfield 9 at-grade crossing upgrades New interlocking	Funding fully obligated from ARRA Cost: \$43 million \$ 30 million Federal \$13 million State
	3B	Windsor-Springfield Complete double track/sidings to Springfield Structure repairs Station upgrades at Windsor & Windsor Locks Upgrade remaining at-grade crossings New interlockings	Unfunded; efforts underway to secure funding (intended to be funded via 2010, then 2011 awards) No cost shown

- Funds for Phase 3A from CT's third application in 2011 (and last to date).

Project Phases

Phase	Description	Funding Status
4	Regional Rail Upgrades Construct four new NHHS stations (North Haven; Newington; West Hartford; Enfield) and add a platform to New Haven State St. Station (3/14 update, says additional platform now funded through TIGER) New train equipment Environmental Assessment Underway	Unfunded: efforts underway to secure Federal Transit Authority (FTA) funding (distinguished from rail funding from FRA.) No cost shown

Project Phases

Phase	Description	Funding Status
5	Ongoing State-of Good Repair Upgrades Repair Hartford Viaduct and Connecticut River Bridge Upgrade other structures and facilities as required	Unfunded No cost shown

Summary

- No identified funding yet for Phase 3B, but:
- Commuter service will begin end of 2016, per CT DOT
 - 12-17 round trips vs. 25 round trips
 - 45 minute frequency vs. 30 minute
- Signal cable installation work along entire line
- Connection to larger rail network
 - Not “just” a single state project

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Public Hearing

Today at 2 pm in Room 2D

For copies, see PRI Study Page:http://www.cga.ct.gov/pri/2014_RAIL.asp